

STYLE-makes the striking difference between our clothing and the cheap kind.

STYLE-makes the difference between a prepossessing man and a common place individ-

Style costs more, but can you afford to ignore it.

Style is at its cheapest HERE.

There is as much style to a shoe as to a hat-or a suit-the

right shoe style is here.

ing upon the other. It may also be stated that neither company managed trust estates. This is the business in which the trusts take charge of properties and manages them in the interest of widows and orphans.

O.H. BOULDE CO

Owned Large Virginia Properties.

Owned Large Virginia Properties.

The Union Trust Company, the youngest and smallest company of the two, was engaged in a big coal and railroad project in Southwest Virginia. This enterprise is known as the South and Western Railway, and a capitalization of about \$11,000,000 was contemplated. The plan includes the ownership of about 125,000 acres of bituminous coal lands in Southwest Virginia and a railroad which is partly built. It is proposed to extend this railroad from the coal-fields in Wise county, Va., to Lincolnton, N. C. At the latter place connections with the Seaboard Air Line is secured, and it was contemplated to make Southport, N. C., near Wilmington, N. C., a big coal shipping port. The enterprise also included an extension through Kentucky to, connect with a line to be built by the Detroit Southern.

Negotiations were in progress for a time for the sale of the South and Western and its coal properties to the Seaboard Air Line by Line but the deal fell through

ern and its coal properties to the Sea board Air Line, but the deal fell through board Air Line, but the deal fell through. It was then proposed to carry out the undertaking as an independent proposition, and in this the Union Trust Company figured, as if did before, as the fiscal agent. A large share of the underwriting was taken by the trust company, which has been unable to issue and sell the new securities, which were to cover the cost of the enterprise,

Not Afficted by Others,

As is well known, there have been other financial troubles in Baltimore within a recent period involving, first, the City Trust and Banking Company, and incidentally the Hammond Lee Company, and then William J. Middendorf & Co., but it is not believed that they were in any manuer the forerunners of to-day's suspensions.

were in any manner the forerunners of to-day's suspensions.

J. W. Middendorf, speaking for his firm and J. L. Williams & Sons, of Richmond, said to-day:

"The troubles of the Maryland Trust Company have no relationship with ours. That interest never had any Scaboard interests, nor does it own nor has it ever owned, so far as our knowledge goes, a share of Seaboard stock. Neither my firm nor Mr. Williams owes a dollar to the Maryland Trust Company, nor does that company owe us anything.

The alarming rumors afloat were to the effect that the municipality of Baltimore had millions of its treasure, realized from the Western Maryland Ralliroad, involved in to-day's fallures. Investigation proved, however, as the trust companies announced, that the city had but \$3.000 deposited with the Maryland Trust Company, and this is secured by three bonding companies of this city. While the evenis of to-day have provoked inevitable uneasiness, the feeling in financial cigles at the close of husiness was size of confidence that there would be no more failures in this city, and that after a brief period of unrest, business will settle down to its accustomed chainels of security.

CAUSED NOT A RIPPLE

No Richmond Institutions Affected by

The failure of the Maryland Trust Company has apparently had but one effect in Richmond-to bring forth strong statements that local financial institutions were in no way connected with the embarrassed company and were never in better shape than at present.

embarrassed company and were never in better shape than at present.

Further statement was made that the embarrassment of John L. Williams & Sons, of this city, and J. Williams Middendorf, of Ballimore, was in no way responsible for the distress of the Trust Company.

The positive assertion was made here yesterday morning by persons who should know that John L. Williams & Sons did not owe the Maryland company a cont, and that no business had been done one with the other for several years. It was further declared that if Middendorf & Co. were indebted to the trust company, the amount was small, and could in no way have been responsible for the failure.

DID NOT CAUSE A RIPPLE.

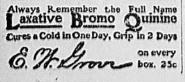
The news of the application for a receiver for the Maryland company reached the business men yesterday morning promptly through the Stock Exchange, private and news wires. It did not cause a ripple of excitement. Several leading bankers readily responded to requests for statements to be published.

Mr. Virginius Newton, president of the First National Bank, said that the failure was likely a purely Baltimore affair, and did not, so far as he knew, involve institutions outside of that city.

"It is a fair supnestition," he continued, "that company's affiliations in New York are strong enough to 'withstand successfully any strain that might be brought upon them in this event."

Mr. W. M. Habliston, president of the National Bank of Virginius, said:
"None of the institutions that I am connected with have any connection with any institutions in Baltimore or New York that are in trouble. Their business.

any institutions in Boltimore or New York that are in trouble. Their business is local, and in no way affects any of the financial institutions of this city. The



Messes. Palmer and boyd. Colonel William H. Palmer, president of the City Bank of Richmond, made this statement: "The failures of the Maryland Trust

"The falleres of the Maryland true. Company and the Union Trust Company, so far as I am advised, will have no effect in Richmond Interests, as they have no large dealings with our banks. The only effect that I can see may be on the stock market, that exhibited on Friday and Saturday signs of substantial research."

and Saturday signs of substantial recovery."

President James N. Boyd, of the Planters National Bank, sald:

"I am pleased to say that the institutions that I have the honor of being president of, namely, the Planters National Bank and the Virginia Trust Company of Richmond, are in good shape, and with more currency on hand than has ever been carried at any one time by my two institutions. I am also pleased to say that none of the failures for the past ninety days has owed either the Planters National Bank or the Virginia Trust Company a dollar, and we hold none of their collateral of any kind, I cannot see how these or similar failures can affect any of the Richmond institutions, as we have very little to do in Richmond with the Baltimore or New York trust companies."

ville. Their sufferings were alleviated and they were taken to Keysville and there made as comfortable as possible. Several times during the day flames Several times during the day flames heave of the collision, and but for stubborn and vigilant effort would have burned the bodies of the dead. As soon as possible a wrecking crew, working under the supervision of Captain W. T. West, superintendent of the devision, got to work, and by nightfall had made fine progress in clearing away the debris. The track was not even clear when darkness gress in clearing away file deals the cataract, burning an smarting of the track was not even clear when darkness eyes, various nervous and brain affections, entailing not only positive injury gage and mail were transferred around to the sight, but untold misery, call implementations, and as little time as practicable lost. It is hoped by to-day to resume regular service over the road.

The Train Crews.

Train No. 11 consisted of locomotive, and tender, mail car, combination baggage and express car, two passenger coaches and a Pullman car. No. 18, which had left keysville but a few moments before the clash, consisted of locomotive and tender, combination baggage and express car and two passenger coaches. Train No. 11 was manned by Englineer Charles D. Farmer, one of the most experienced men on the road; Fireman W. J. Jackson (colored), of this city; Postal Clerk N. E. Williams, and Conductor A. T. Atwell. On the other train were Engineer E. H. Atwell, Fireman Daniel Pinchion, Conductor W. J. Rudd and Flagman L. S. Dillon.

Engineer E. H. Atwell, Fireman Pinchion, Postal Clerk Williams, who was at, work in his car, and Flagman Dillon, who was in the baggage car of No. 18, were all almeet instantly killed. The crive of No. 11 were more fortunate. Engineer E. Farmer, 1940, a hadly broken leg

lon, Postal Clerk Williams, who was at work in his car, and Flagman Dillon, who was in the baggage car of No. 13, were all almost instantly killed. The crew of No. 11 were more fortunate. Engineer Farmer had a badly broken leg and other injuries and Conductor Rudd and Flreman Jackson on that train and Mr. J. Dorsey Tyler on No. 18 were all more or less seriously injured.

From what can be learned the wreck was clearly the fault of the running crew of the south-bound train, No. 11, which was running on the time of No. 18 after leaving Meherrin. No. 11 is due to leave this city for the south via Danville at 11:30 P. M., but it was delayed nearly five hours in getting away Sunday night because of the derailment of two oil tank cars and a box car in front of it at Granite, seven miles from Richmond, Sunday night, It was about 3:30 A. M. Monday, when the train got away from this city. No. 18 was scheduled to jeave Keysville at 8:66 A. M., and had just pulled out and gone two miles when it ran full into No. 11, the south-bound train, which had pulled out from Meherrin, where it should have lain under general orders or until instructed to proceed. It was not so instructed and it is said to be the rule invariable in all cases of regular trains that the north-bound trains and that a delayed train must not encroach upon the rights of one on time. The north-bound train left Keysville and Meherrin, It is understood that the englineer of No. 11 proceeded without recollecting that No. 18 was on its way with track rights to Meherrin about 6:25, and the south-bound train left Keysville and Meherrin, It is understood that the engineer of No. 11 proceeded without recollecting that No. 18 was on its way with track rights to Meherrin No. 18 was within its time and no other train had any warrant for encroaching on that right. The schedule has been recently readjusted and this probably accounts for the fatal mistake of No. 11 sengineer and conductor. Unfortunately, the crew of No. 11 were nearly all insured and hardly in condition t

Had Time to Jump.

The two trains came together in the dim hazy light of the dawn in a deep cut and on a curve near the mile pout soventy-one miles from that city. It appears that the crew of No. 11 were on the lookout for the other train or sighted it before they were seen by No. 18's crew for Engineer Farmer and his fireman both trained after dothe all them

crew for Engineer Farmer and his fire-man both jumped after doing all they could to avoid or at least minimize the force of the collision. Engineer Farmer had a leg hadly broken.

Both trains were presumably running at about their usual speed, over therty miles an hour in one case, and nearly the same rate in the other. The two cugines were almost upon each other before either's crew was aware of the proximity of the other, and all that could be done was a vain effort to stop both be done was a vain effort to stop both trains. In this the engineman and fire man of the north-bound train appear to have stuck to their posts and died there or if they jumped they were caught be neath the debris and perished, both heling killed almost instantity. Flagman pillong would have escaped had be been in either passenger couch, but he had gone forward into the baggage car and was a passenger on the train, being in the forward coach of the north-bound train, and was been trained and brought to this city. The plan was ordered printed and distinct the forward into the baggage car and was a passenger on the train, being in the forward coach of the north-bound train, and was badly but not dangerously hurt.

Mail Clerk N. E. Williams, of Davidson

INTELLECTUAL **PURSUITS**

EFFECT OF EYE STRAIN

Children Who Are Not to Blame for Their Dullness.

President James N. Boyd, of the Planters National Bank, said:
"I am pleased to say that the institutions that I have the honor of being president of, namely, the Planters National Bank and the Virginia Trust Company and Richmond, are in good shannad with more currency on hand time by my two institutions. I am also pleased to say that hone of the falleres for the past interly days has owed either the Planters National Bank or the Virginia Trust Company a dollar, and wishold none of their collateral of any kind. I cannot see how these or similar failures can affect any of the Richmond institutions, as we have very little to do in Richmond with the Baltimore or New York trust companies."

FOUR KILLED

IN THE CRASH
(Continued From First Page.)

Continued From First Page.)

Continued From First Page.)

Myreckage Took Fire.

Several times the wreckage took fire, but the blaze was soon as the disaster became known. As soon as possible the work of extricating the injured and suffering from the country round about, who flocked to the scene as soon as the disaster became known. As soon as possible the work of extricating the injured and suffering from the country round about, who flocked to the scene as soon as the disaster became known. As soon as possible the work of extricating the injured and suffering from the country round about, who flocked to the scene as soon as the disaster became known. As soon as possible the work of extricating the injured and suffering from the country round about, who flocked to the scene as soon as the disaster became known. As soon as possible the work of extricating the injured and suffering from the country round about, who flocked to the scene as soon as the disaster became known. As soon as possible the work of extricating the injured and suffering from the country round about, who flocked to the scene as soon as the disaster became known. As soon as possible the work of extricating the injured and suffering from the country round about, who flocked to the scene as soon as the disast examinations of the eyes of children of school ages would seem to be imperative. Many children have been rebuked for stupid neglect and disinclination for study when they were unable to endure the eye strain. Many have been forced from intellectual labor to less congenial occupations through neglect of eye imperfections. The seasonable remedy of the expert is so practicable that its benefit should not be denied the poorest school child school child.

If you have blurring, dizziness, neu-ralgia, headache, spots before the eyes inflammations, whiches, trembling spells cataract, burning and smarting of the



Charles Lincoln Smith, the famous New York optician, is at Murphy's Hotel Annex, private rooms Nos. 150, 152 and 154. Consultation absolutely free Tuesday Consultation absolutely free Tuesday and Wednesday, Eighth-Street entrance

Take elevator.
Office hours-10 A. M. to 4 P. M.

county, N. C., was at his post on the southbound train when the crash came, and he was killed in the wreek of the car. Conductor W. J. Rudd, of the northbound train, and Mrs. Rudd, his wife. who was a passenger on the train, were severely but not dangerously nor even seriously hurt.

Engines Locked.

The two engines ploughed into each other and locked themselves in a clutch buggage-express car and the first coach of No. 18 were demolished, as were the mall car and the combination car on No. of No. 18 were demonshed, as were the mall car and the combination car on No. 11. Having two cars between it and the colliding locomotives, the passenger coaches of train No. 11 suffered less than did those of No. 18, the local train, it was an awful scene of death and destruction before the arrival of the wrecking crew, under the direction of Superintendent W. T. West, who immediately went to the scene. The passengers who escaped injury and those living near the scene immediately went to work extricating the injured and removing the bodies of the killed from the wreck. The injured were taken to Keysville, two irlies away, and there cared for. They are all comfortably situated, and everything possible in the way of surgical attention is being given them.

It is regarded as remarkable that train No. 18 should have been overlooked by the running crew of the southbound train, as both Englineer Farmer and Confuctor Atwell have always been regarded as among the most reliable, and are certainly experienced men in railroading. Engineer Farmer particularly is widely known to railway officials as one of the best and safest engineers in the service. It has been running an engine for thirty years, and for the greater part of this period as engineer on a passenger train. Many of the passengers were severely shaken up and thoroughly alarmed, but no others injured than those named. A telegram received by the Times-Dispatch early last night conveyed the information that the track was not then cleared, and that trains were transferred around the wreck. The track will be open by this morning and trains running as usual.

Dead and Injured there.

The first train to arrive in this city 11. Having two cars between it and the

Dead and Injured Here.

persons remained at Keysville or went to their homes. Flagman Dillon lived at Keysville, and his body was taken thither. Mail Clerk Williams lived in Davldson, N. C., and his body was conveyed to his home. It is said that the postal clerk was married only a few rocks and

home. It is said that the postal clerk was married only a few weeks ago. The escape of the two Tyler brothers, who were in the baggae car of No. 18, was truly remarkable. The car was literally torn to splinters, and partially telescoped by another car, yot, strange to relate, neither of the two sustained more than severe bruises. The experience was one that they will remember as long as they live.

MR. FLOOD ALL RIGHT

Rumor that He was Killed in the Wreck is Denied by Him.

is Denied by Him.

A report somehow originated and gained eleculation with marvelous rapidity yesterday in the marvelous rapid here at end ng the Horse Show in this city, had been killed in the Southern Rafilway collision near Keyaville. Instantly there were hurdreds of inquir.es, most of which were made of Colonel Joseph Button, an it timate friend of Mr. Flood's. Mr. Button was greatly concerned until he traced it to a rumor, but he was not satisfied until he had located Mr. Flood and heard from him.

The Congressman had left this city Simday night for Lynchburg by the Noi-folk and Western, soing to his home in Appomattox, and thence via Lynchburg to Amherst, where he was announced to speak yesterday. Colonel fautton stated that he had no idea Mr. Flood was so widely known in this city, and that he solicitude and the hundreds of inquiries as to the rumor of h.s death poured in unon him. He could not walk un the street without being stopped a dozen three testers.

street without being stopped a dolen times.

Knowing that Mr. Flood's sister, Mrs. Richard Evelyn Byrd, of Winchester, was in the city, and lest the rumor should reach and alarm. Colonel Button acted with vigor and promptness in tracing down and denying it.

To make assurance doubly sure, he wired a fr.end at Amherst ask ng whether the Congressman was there, and finally, got this answer, effectually settling at rest the unfounded report:

"Colonel Joseph Button, Richmönd, Va." I am here and safe. Have been in no wreck. Rumors without four dation. (Signed)

Postal Clerks' Remains.

Postal Clerks' Remains.
(Special to The Times-Dispatch.)
LEXINGTON, N. C., Oct., 19.—The body
of N. Emery Williams, the mail clerk,
who was killed in the wreck near Meherrin, Va., this morning, reached here
to-night. Williams, who was about thirty-five years of age, lives at Tyro, near
here. He leaves a wife who is in delicate health and a small child.
General Superintendent Collins, of the
Southern, wired her this morning, informing her of her husband's death, expressing his deep sympathy.

(Continued from First Page.)

(Continued from First Page.)

berg, who declared the accountant had misquoted him.

"I said no such thipg:" shouted the president, arising from his seat on the opposite side of the table, his face flushed with excitement.

CLIMAX COMING.

Captain McCarthy disclaimed any intention of doing him an injustice, and proceeded to dissect the speech in a most vigorous manner. It could be plainly seen that members of the committee were becoming impatient under the biting remarks of the City Accountant. City Attorney Pollard sat-calmiy at one end of the table, while at the other sat His Honor, the Mayor, reading the afternoon paper.

But the uphcaval was near at hand. Captain McCarthy was rasping the plans just presented in his wigorous and char-acteristic fashion, when there was a whispered conversation on the other side

Finally Aiderman Gunst arose and de-clared that as a member of the commit-tee he would refuse to sit longer and listen to the dissecting of every point made by members of the committee, and he moved that Captain McCarthy confine his remarks to a discussion of the merits of the Crenshaw plan. Major Allen took the same view of the

matter, and warmly seconded Mr. Gunst's motion.

motion.

Meanwhile, there was great confusion in the room, and Captain McCarthy kept on speaking. The obey the mandates of the committee," he said, "but I decline to be shut off by one or two members."

After much pounding of his gavel, Chairman Hargrove succeeded in restoring order, and Mr. Gunst's motion was adopted. Captain McCarthy proceed, but he had not sone for before he

was adopted. Captain McCarthy proceed, but he had not sone far before he "kicked over the traces," and was called to order by Major Allen, Mr. Crenshaw and others. Mr. Crenshaw created some laughter by referring to the speaker as the "City Attorney" and the latter turned and said: "The City Accountant, if you nlease."

Captain McCarthy and Major Al-The former was after Mr. Crenlen. The former was after Mr. Cronshaw for asserting that the next generation would be as good as the present. He denied the proposition, and declared that he was not half so good as his father. "We will all agree to that," jocularly remarked Major Allen. As quick as a flash Captain McCarthy rejoined; "And I don't reckon your father was especially proud of you." Major Allen joined in though that followed, and Mr. Turpin moved that both propositions be agreed

to. Captain McCarthy said many vigorous things while he was on his feet. He denounced the policy of issuing bonds without providing an adequate sinking fund for their redemption as the "baseless fabrication of a dream. He said it was absurd in its inception and fatal in its results. sults. BEGGED THEM TO READ.

He often said, in referring to his opin ion, "This pamphlet, which I have begge you to read." He offered to give up hi and quit the city government in -four hours if he could not sus tain his contentions

In closing, he read a letter from a Richmond lawyer, praising his pamphlet and when asked for his name replied "I don't propose to tell you."

The committee arose to meet again at 4 o'clock Monday, when another effort will be made to settle the vexed

at 4 o'clock Monday, when a lines of ort will be made to settle the vexed proposition.

Mr. Crenshaw's plan is to issue \$55,000 depressed to run for thirty-four years.

The auditor is instructed to sell enough to aggrevate \$55,23, to meet the 6 percent, bonds maturing January 1st, 1804.

The sinking fund for the redemption of these bonds is to be started on January 1st, 1804, and receive 1½ per century 1st, 1804, and receive 1½ per thirty-four years, and used only to extinguish this debt. The fund is to be kept up till October 1st, 1837.

The plan was ordered printed and distributed, along with Captain McCarthy's pamphlet, among the members of the committee.

Hamplon Institute Gets Bequest.

Fourqurean, Temple & Co.

Fourqurean, Temple & Co.

Commencing This Morning, October 20,

A Silk Sale

of Supreme Importance to Every Resident of Richmond.

To-day promptly at 9 o'clock this store will inaugurate what will, most certainly, be the greatest sale of under-priced Silks ever held in this city.

The prices throughout will hardly represent half value, and the Silks, without exception, are brand new, perfect, durable and desirable.

Here Are 125 Pieces of Silk

bought under the most unusual economical conditions:

The Ashley & Bailey Company, staunch and reliable makers of standard American Silks, have felt the stress of the recent ruinous monetary conditions to the extent of being forced to place at public auction 10,110 pieces of their best products, to go for ready cash to the highest bidder.

Mr. Fourqurean secured his pick of 125 pieces from this superb offering for Richmond, at his own figures, and they are ready for your selection at a slight advance above actual auction cost.

This, as a Silk event, is probably without a precedent, and you can safely look upon it as a chance that will not be repeated.

We especially ask your consideration of the fact that these are not auction Silks from a retailer's stock-kinds that have proven unsalable-nor are they fancy Silks of antique patterns and obsolete styles.

The majority of them are black, some white, a few colors and figures. The figured ones are in plaids, shepherd and pin-checks, flecks and hairlines. They are all Silks for immediate requirements and in immediate styles.

We commend them to you cordially and affix this condensed list to give you an idea, before you come to'look, of what they are, what they are worth and for what they are going to sell:

| 39c. Taffetas, in white and | colors, 19 inches wide, at 25c. |
|---|---|
| 50c. Gun-Metal Striped Taffeta, 29c | 85c. Good Black Taffeta, 27-inch, 49c |
| 50c. Good Black Taffeta, 19- 31 1/4c | 85c. Black Peau de Soie, 20-inch, at |
| 60c. Blue Peau de Soie, 19-inch, 35c | 85e. Black Peau de Soie, 24-inch, at |
| 50c. Black Corded Taffeta, 19-inch 35c | 85c. White Peau de Soic, 20-inch, 59c |
| 60c. White and Colored Duch- 371/2c | \$1 Black Peau de Cygne, 20-inch, 69c |
| 50c. White Corded Taffeta, 19-39c 1ch, at | \$1 Fine Black Taffeta, 36-inch, 69c at |
| 75c. Black Peau de Soie, 20-inch, 49c | \$1.25 Pin-Dot and Striped Taf-79c fetas, 19-inch, at |
| t49c | \$1.25 Heavy Black Taffetas, 27-79c |
| \$1 Fancy Plaid Taffetas, 20-inch, 49c | \$1.25 Heavy Black Taffeta, 36-79c |
| 85c. Daintily Figured Taffeta, 19-49c | \$1.25 Black Peau de Soie, 27-inch, 85c |
| 75c. Heavy Black Taffeta, 19-inch, 49c | \$1.35 Heavy Black Peau de Soie, 950 36-inch, at |

Fourqurean, Temple & Co.

429 East Broad Street and Annex.

AN EXCITING DASH FOR RECEIVERSHIP

(By Associated Press.)

DOVER, DEL., Oct. 19.—The insolvency of the International Bank and Trust Company of America, at the City of Mexico, which is a corporation of the State of Delaware, and which was recently given authority to increase its capital stock to \$5,000,000, caused to-night one of the most remarkable dashes for a receivership ever known here. A number of those interested in the big company who are opposed to the receivership on behalf of the Mexican faction, and who opposed Don Jamles as receiver, and who opposed bene to seek the judgment of three-quarters, over seven hurdles—

and who opposed Don Jamles as receiver, gathered here to seek the judgment of the highest court in the State, which created the company.

An application to Chanceller Nicholson was hurriedly drawn up, praying him to appoint a receiver who could go into Mexico and elsewhere to take charge of the company's assets.

Mexico and elsewhere to take charge of the company's assets.

Later the party hurried aboard a Dela-ware Raliroad train for Lewes, and there continued their search for Chancellor Nicholson by boat, the chancellor having gone out on a trip from the Delaware Breakwater on the pilot boat Philadel-phia. The members of the party expec-to overtake the chancellor and express the belief that they will get a receiver-ship to-night.

MR. SPECTOR W N 3 A MOST UNIQUE CASE

MOST UNIQUE CASE

Judge Ingram, of the Law and Equity
of S. Spector vs. Gravins for 32 00 alteged damages in favor of the plaintiff.
The contention was that Gravins, who
is a butcher, sold to Spector some meat
rot slaughtered according to the Jewish
law for slaughtering cattle.
Mr. Alfred E. Cohen appeared for Spector and Mr. Minetree Folkes for Gravins,
and the matter has been in the hands of
Judge Ingram for some time.
The case is one of the most unique
krown to the law, and there were no
precedents for it. Judge Ingram give it
his most careful consideration, and his
decision was looked for and will be read
with much interest, especially by the
legal fraternity.

HAIR SOFT AS SILK.

HAIR SOFT AS SILK.

New Scientific Treatment Kills Dandruff
Germs and Makes Hair Soft.

It is an accepted fact, a proven fact, that dandruff is a germ disease; and it is also a demonstrated fact that Newbro's Herpicide kills the dandruff germ. Without dandruff falling hair would ston and thin hair will thicken, Herpicide not only kills the dandruff germ, but it also makes hair as soft as silk. It is the most delightful hair dressing made. It cleanses the scalp from dandruff and keeps it clean and healthy. Healing and irritation are instantly relieved, and permanently cured. There's nothing "just as good." Take no substitute. Ask for "Herpicide." Sold by leading druggists. Send 10c, in stamps for sample to "The Herpicide Co., Detroit Mich. Owens & Minor Drug Co., Special Agents.

OCEÁN TIDE WON PECONAC STAKES

three-quarters, over seven hurdles-Cryptogram (15 to 1) first, Ohnet (2 to 1) second, The Rival (7 to 2) third. Time, 3:17 2-5. ond race—selling, one mile and a fur

ong-Balkal (12 to 1) first, Blue Victor (8 to 1) second, Cottage Maid (5 to 1) third. Pime, 1:52 3-5. Third race-six furlongs-Mamie Wright

Third race—SIX IUrions—annue (5 to 1) first, Futura (8 to 1) second, Contusion (8 to 1) third. Time, 1:14 3-5.
Fourth race—The Peconac Stakes, five and a half furlongs—Ocean Tide (12 to 1) first, Wotan (Il to 5 and even) second. Flammula (8 to 1) third. Time, 1:06 3-5. Fight race—handleap, one mile and a sixteenth-Hurstbourne (3 to 5 and out) first. River Pirate (13 to 5) second. Ascension (13 to 1) third. Time, 1:46 3-5.

Sixth race—five and a half furlongs—Piquet (7 to 2) first. Pristina (5 to 1) second. Dutiful (30 to 1) third. Time, 1:08

MILLIONAIRE M'KAY DIES. LEGACY TO HARVARD

(By Associated Press.)

NEWPORT R. I., Oct. 19.—Gordon MeKay, millionaire inventor of the shoemaking machinery, died at his restlence
in this city to-day. He was born in
1821.

in this city to-day. He was born in [32].

Mr. McKay had been afflicted with concer of the stomach. He had been a patron of music cespecially the violin, on which he litmself was an able performer, and in one room in his villa he had instructed of great value. By his death is understood that Harvard University becomes enriched by something like \$1,000,000.

CONSUL GARRETT DYING WITH YELLOW FEVER

(By Associated Press.)
HUNTINGTON, W. VA., October 19,—
A telegram was received to-day to the
effect that Alonzo Garrett, United States
consul at Laredo, Mexico, is dying of
yellow fever. Garrett formerly was a
State Senator and lived in this city.

Hampden-Sidney, 60; Hoge, O. Ample of the Times-Dispatch,

(Special to The Times-Dispatch,)

FARMVILLE, VA., Oct. 19.—Hampden Sidney College defeated Hoge Academy, of Blackstone, on the former's

grounds in a same of football this af
ground by a score of sixty to nothling.

HERE FOR THE **NEW STATIONERY**

out some new concetts in stationery.

Some novel lint, or original shape,
or maybe a paper whose texture is
decidedly new.

Just as soon as these leave the fac-

tories, we get them—get them with the freshness of the makers still on them. People who like originality in their correspondence will do well to come to HUNTER'S.

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PAID BLACK MAIL TO SAVE FAMILY

(By Associated Press.)

MANKATO MINN., Oct. 19.—The Mapleton State Bank was closed to-day pending an examination of the books. The assistant cashler, Alfred Buck, has disappeared. He is the only son of Judge Daniel Buck, of this city, a former justice of the Supreme Court, who is president and owner of half the stock of the bank. A letter from the missing official was found, saying that the shortage of the writer was \$18,700, with the bank, and between \$7,000 and \$8,000 with his father, who had placed personal funds in his possession to loth.

The strangest feature of the occurrence is the excuse given by young Buck for taking the money. He disclaims speculation or fast living. He is thirty-one years of age. He informed his wife that twelve years ago he was made the victim of blackmall by a Chicago family, pdid the money demanded, though not legally or morally bound to do so, and that this family had ever since from time to time held him up. He bad paid every time, fearing the result of exposure on the health of his parents if he refused, and the total paid over, he says is \$20,000. He has finally obtained a receipt in full.